Alternativ s

As a step in generating the land use alternatives for, the Honeygo Area, the Office of Planning and Zoning prepared a site constraints map based on the County's 200 ft. scale topography maps and information submitted by County agencies. All of the environmentally sensitive areas which included streams, ponds, wetlands, steep slopes, erodible soils, and forest cover were mapped. The road network, existing subdivisions, developed lots, public facilities, parks, commercial properties, historic buildings and sites, and approved development plans were also identified. All together, these areas totaled about one-half of the 3,000 acres within the study area.

Using the mapped information, the Office of Planning and Zoning assembled four design teams to prepare land use alternatives for the Honeygo Area. The only "given" was that one scenario had to be based on the existing zoning. Each team was charged with designing the best community for the northern section of the Perry Hall-White Marsh Growth Area.

ALTERNATIVE 1

Design Concept

This scheme envisions a traditionally designed community with grids of streets, sidewalks, and centrally located residential squares. The housing units would be built to face tree-lined streets with parking provided at the rears of the lots. Housing types would be mixed within each subdivision and neighborhood commercial services would be allowed at the residential squares.

Special Features

Interconnected neighborhood design with continuous streets and orientation around residential squares.

High density housing around the commercial center which may accommodate housing for the elderly. The neighborhood designed around the commercial square would have direct pedestrian access to the commercial center.

Honeygo Blvd. and a new major collector along the powerline right-of-way. Both roads are to have special treatments such as planted medians or streetscaping with the housing fronts oriented toward the road.

Elimination of high density development along the environmentally constrained, north-side of Honeygo Park.

Recommendation of a transit route from White Marsh Mall to the Honeygo Area.

Housing Types

Predominantly single-family detached housing, with areas for large lot executive housing, mixes of single-family detached and town houses (70%/30%), and traditional single-family detached and town houses. Designs for alleys with rear yard garages, side yard parking pads, etc. would be encouraged.

Community Facilities

Community-oriented, commercial core with a mix of public and private uses to be designed around a public square.

Additional elementary school site north of Belair Road and Honeygo Blvd. intersection.

Indoor recreational center south of Belair Road and Honeygo Blvd. intersection.

New parks at Forge Acres and along Philadelphia Road.

Technical Information

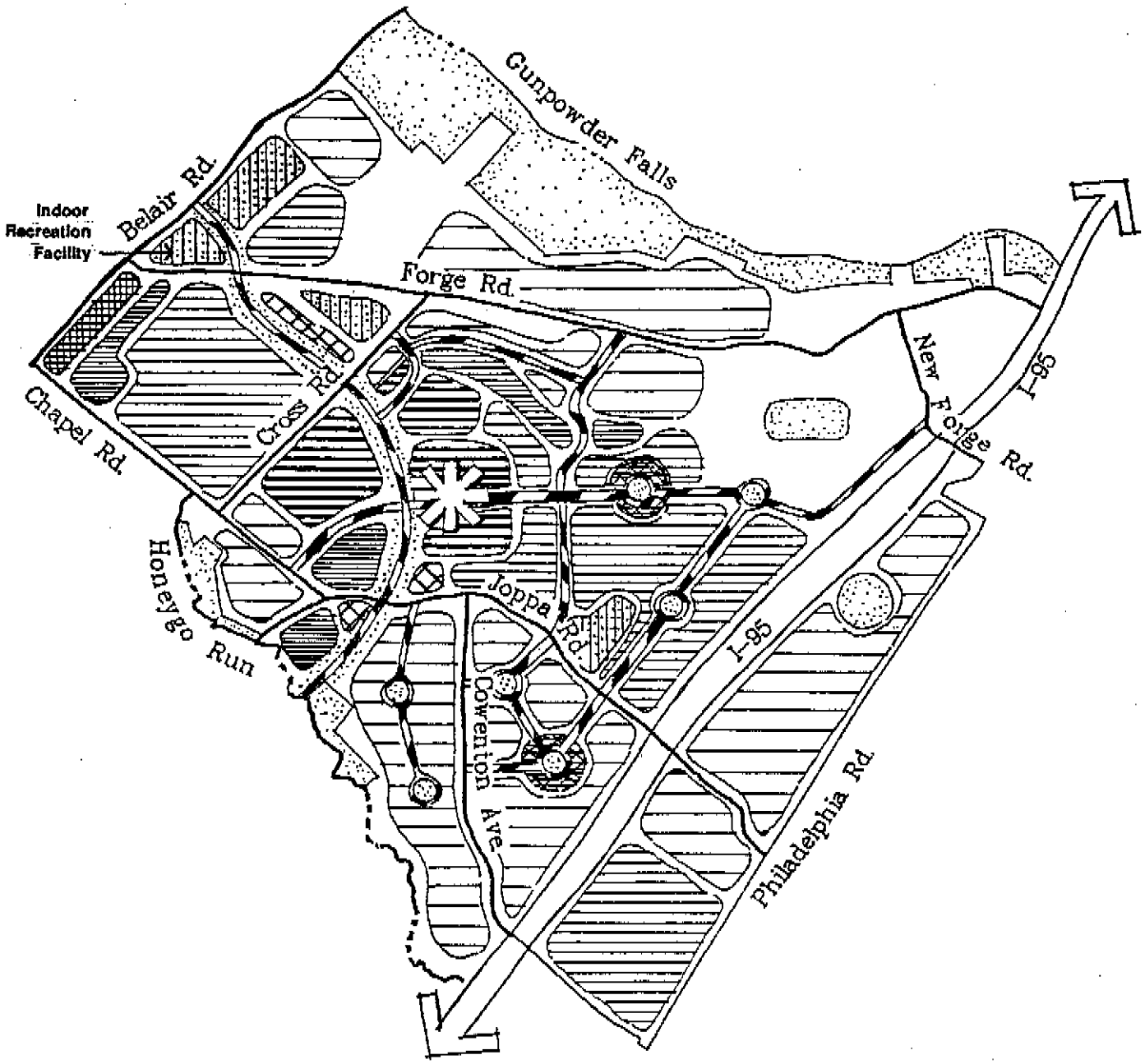
Dwelling units: 5,968-7,585.

Property Tax Revenues: 9 to 11.7 million per year when built out.

Capital Investment: $58.5 million.

Infrastructure and public facilities cost per unit: $8,632.

Alt rnativ 1



Honeygo Study Area

Alternative 1

- Existing Development
- Proposed Road
- Low Density Residential (Single Family Detached)
- Mixed Low and Medium Density Residential (Single Family Detached and Townhouse)
- Medium Density Residential
- High Density Residential
- Commercial Center
- Commerical Development
- Mixed Neighborhood Commercial/ Medium Density Residential
- School Site / Public Institutional
- Church Site / Private Institutional
- Park

ALTERNATIVE 2

Design Concept

This scheme proposes a low density, single-family detached community which could meet the needs of middle-management and executives who work on the eastern side of Baltimore County. A major feature of this design is an eighteen hole golf course that would serve the recreational needs for Perry Hall and also act as a buffer between I-95 and the Honeygo community.

Special Features

Honeygo Blvd. to be designed and constructed as a parkway and a new major collector along the powerline right-of-way to have a landscaped median.

Elimination of high-density development along the environmentally constrained, north-side of Honeygo Park.

Housing Types

Executive housing on large lots and single-family detached neighborhoods.

Luxury higher density housing near Belair and Chapel Roads and Cowenton Avenue and Philadelphia Road.

Community Facilities

Community commercial center with a public square and a smaller neighborhood commercial node adjacent to the golf course.

A renovated and updated Chapel Hill Elementary School.

An 18 hole golf course located near the Baltimore Air Park.

Technical Information

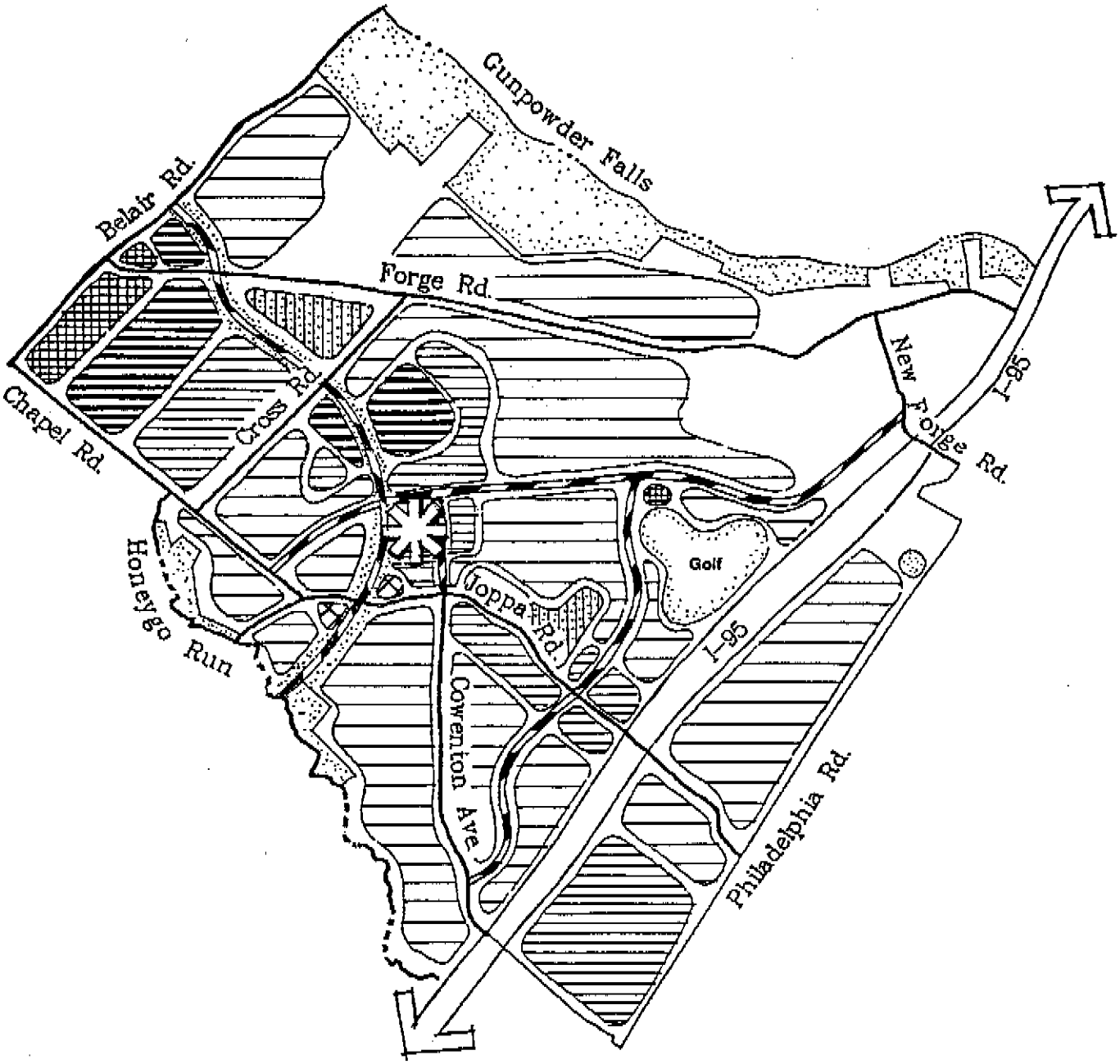
Dwelling Units: 3,509.

Property Tax Revenues Generated: 7.6 million per year when built out.

Capital Investment: $43.5 million.

Infrastructure and Public Facilites Cost per unit: $8,194.

Alternative 2



Honeygo Study Area

Alternative 2

- Existing Development
- Proposed Road
- Low Density Residential (Single Family Detached)
- Medium Density Residential
- High Density Residential
- Commercial Center
- Commerical Development
- School Site / Public Institutional
- Church Site / Private Institutional
- Park

ALTERNATIVE 3

Design Concept

This design is based on the 1985 Perry Hall-White Marsh Plan. The centrally located commercial center is surrounded by high density residential development. This scheme incorporates urban land uses into the overall design and minimizes changes in intensity of development.

Special Features

Cowenton Avenue extended to loop around community commercial center and intersect future Honeygo Blvd.

Honeygo Boulevard to serve as a major arterial moving traffic through the White Marsh Growth Area.

Flexibility within unit type and unit count.

Housing Types

Predominantly medium to high density housing. Plan would accommodate significant development of apartments, condominiums, and town houses.

Some single-family detached units would be allowed along Forge Road and near the existing Baltimore Air Park along I-95.

Community Facilities

Community commercial center at existing commercially zoned site north of Camp Chapel Methodist Church along future Honeygo Boulevard.

Additional elementary school site north of Belair Road and Honeygo Boulevard intersection.

Technical Information

Dwelling Units: 10,636.

Property Tax Revenues Generated: 10.5-12.8 million per year when built out.

Capital Investment: $65.5 million.

Infrastructure and Public Facilities Cost per unit: $6,158.

Alternative 3

Honeygo Study Area

Alternative 3

- Existing Development
- Proposed Road
- Low Density Residential (Single Family Detached)
- Medium Density Residential
- High Density Residential
- Commercial Center
- Commerical Development
- School Site / Public Institutional
- Church Site / Private Institutional
- Park

ALTERNATIVE 4

Design Concept

This Plan envisions an expanded commercial center with three boulevards leading to the center. Honeygo Boulevard would be two boulevard legs and a third boulevard leg would be located east to the Baltimore Air Park and New Forge Road. Higher urban density housing choices would be located along these three boulevards. Internal roads throughout the Plan would lead to new parks within the neighborhood.

Special Features

Honeygo Boulevard and a new major collector along powerline right-of-way. Both roads to have special treatments such as planted medians or streetscaping.

Indoor recreational center along Honeygo Blvd. at the Honeygo Park site.

Elimination of high density development along the environmentally constrained, north-side of Honeygo Park. Relocation of high density development to areas not environmentally constrained.

Internal collector roads that terminate at new parks and open space.

Housing Types

Mix of housing types with high density, (apartments, town houses) around the community commercial center and along the spines of Honeygo Boulevard and a new main collector road.

Large grouping of town houses west of I-95 and south of I-95 between Cowenton Avenue and Joppa Road.

Community Facilities

Expanded community commercial core around a town circle.

New commercial center north of the intersection of Honeygo Boulevard and Belair Road

Relocation of Crossroads school site to northwest corner of intersection of Honeygo Boulevard and Cross Road and an additional elementary school site adjacent to Honeygo Park.

Public neighborhood parks dispersed throughout the residential areas.

New large neighborhood park south of the intersection of Honeygo Boulevard and Belair Road for lighted athletic fields.

Technical Information

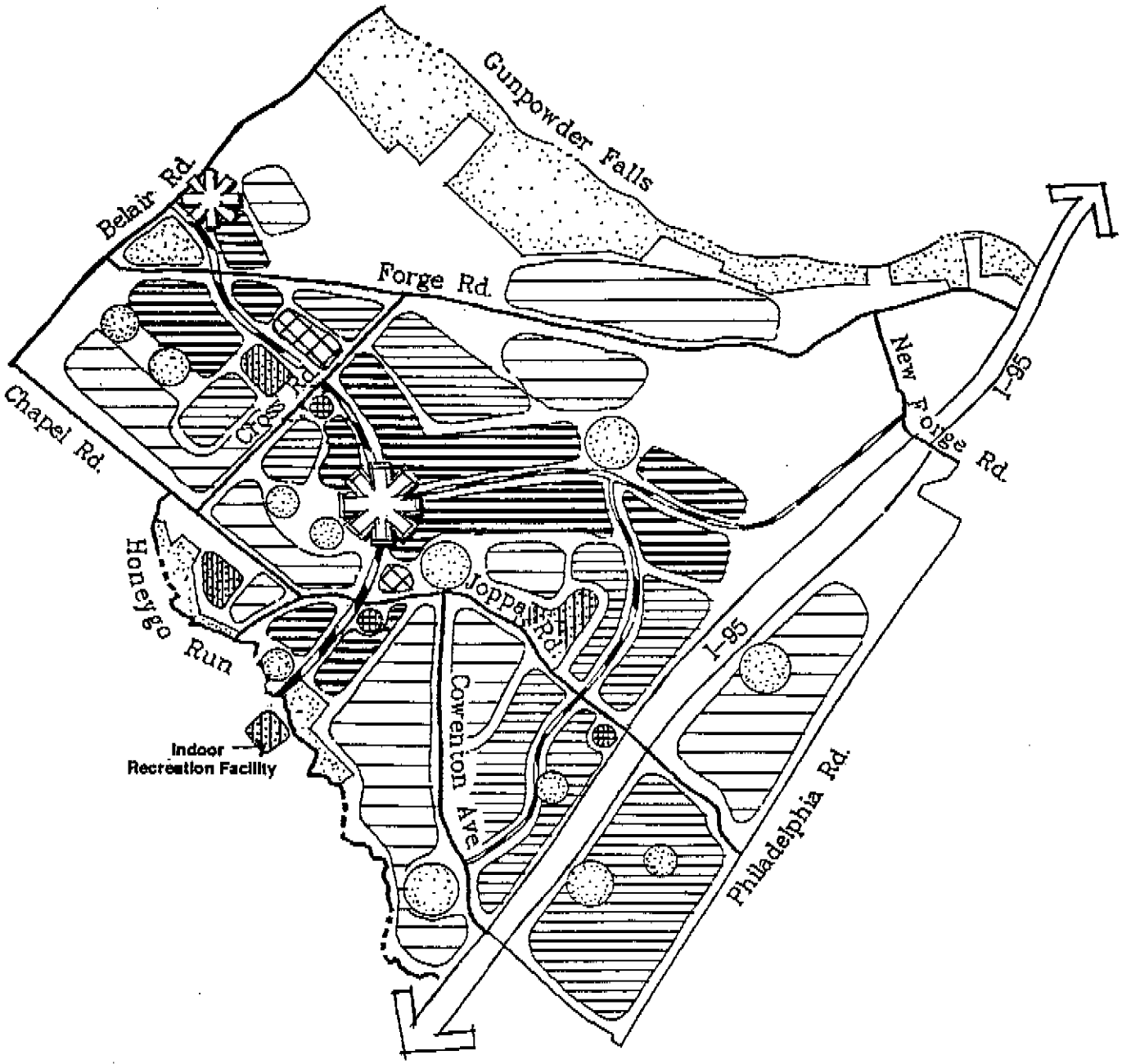
Dwelling Units: 7,174-8,181.

Property Tax Revenues Generated: $9.4-$11.5 million per year when built out.

Capital Investment: $58.5 million.

Infrastructure and Public Facilities Cost per unit: $7,619.

Alt rnative 4



Honeygo Study Area

Alternative 4

- Existing Development
- Proposed Road
- Low Density Residential (Single Family Detached)
- Medium Density Residential
- High Density Residential
- Commercial Center
- Commerical Development
- School Site / Public Institutional
- Church Site / Private Institutional
- Park

Alternativ s Analysis

Four distinctly different land use alternatives for future development in the Honeygo area were presented to the Steering Committee, the community associations, property owners, and interested citizens in December, 1993, and January, 1994. As discussed in the previous section, each alternative varies in design concept, dwelling unit total, dwelling unit type, neighborhood character, and special community features.

After the public input process, the County began to evaluate the alternatives for the Honeygo Area. This evaluation was based on the following review questions about how well the alternative met the Honeygo Plan Objectives outlined in the beginning of this report.

Design

Do the development patterns reflect a traditional town?

Do the densities promote the type of design envisioned?

Are neighborhoods connected by roads and/or open space?

Are there community focal points?

Is there accessible and useable open space?

Does the location and treatment of public facilities enhance the design?

Are there centralized neighborhood parks or open spaces?

Is there a town center?

What are the provisions for neighborhood commercial services?

What is the character of the street?

What impact does parking have throughout the alternative?

Do the highest density areas have adequate access to parks and open space?

Do the proposed dwelling types meet the needs of Baltimore County and the Perry Hall-White Marsh area?

Environmental Protection

What is the proposed zoning on or near environmentally sensitive areas?

Does the zoning provide adequate protection of the resource base?

What is the impact of development on wetlands and stream valleys?

Do the development densities impact steep slopes or forest cover?

Will stormwater management pose a development problem?

Does the zoning reflect realistic build out potential, considering environmental and development constraints?

Are mitigation sites available?

Infrastructure and Public Funding

What infrastructure is required to implement the Plan?

Will the infrastructure support the projected traffic and sewer loadings?

What are the public facilities needed to implement the Plan?

Do the potential tax revenues justify the capital expenditures?

Consistency with County Plans

How does the alternative address the issues raised in the Baltimore County Master Plan 1989-2000 about the Perry Hall-White Marsh Growth Area (i.e., provision of services, design quality, population projections)?

Does the alternative address the issues raised by the Eastern Baltimore Economic Revitalization Initiative?

Public Input

The overriding theme from citizen comments was the need for adequate schools and open space. Many expressed desires for single-family detached housing choices. How do the alternatives meet these issues?

The Steering Committee expressed the desire for a well-balanced community. They wanted to ensure that the infrastructure and public facilities were in place at the time development was to commence. How does each alternative address these issues?

The property owners wanted to ensure that the value of their property be maintained. How does each alternative seek to balance value throughout?

The following is a brief summary of the analysis of each alternative.

Alternative 1

This alternative meets most of the design objective's criteria. It was based on the "Kentlands" model and proposes traditional neighborhoods organized around a Neighborhood Center with interconnected roads, centralized common open space, and localized commercial uses interspersed within neighborhoods. Housing types are mixed in each of the neighborhoods, with many neighborhoods being 70% single-family detached and 30% town house. Parking is envisioned at the rear of the lots and along alleys to support the town design. The scheme proposes a significant increase of single-family detached dwellings for the area to balance the housing types within the Growth Area.

In this alternative, lower density single-family detached dwellings are located adjacent to environmentally sensitive areas thereby providing significant environmental protection. Higher densities are also proposed in areas that are not restricted by environmental regulations.

Two additional elementary schools and an indoor recreation facility are recommended and neighborhood parks are proposed throughout the area. All are connected to the neighborhoods by an extensive interconnected road network. The proposed road network and sewer lines should support the anticipated traffic and sewer loadings. Approximately $58 million in capital investment is needed to provide all of the services required. The potential tax revenues will not pay for the capital investment.

This scheme was well received by the community because it is predominantly the single-family detached neighborhoods with limited multi-family housing units. Many were supportive of the traditional neighborhood design theme. As with all of the lowered zoning alternatives, there was significant concern expressed by property owners of lost value.

Alternative 2

Alternative Two proposes a low density single-family detached community throughout the study area. The Plan envisions some connections between neighborhoods, but retains areas for separate subdivisions. The street character would be much like the existing collector network where the major roads feed into separate subdivisions. Parking has a minor impact on the area because of the proposed low density. All commercial activity would be concentrated at the Honeygo Boulevard/Joppa Road location.

The scheme has the least impact on the environment. Lower residential densities are proposed along all three of the stream valleys and this minimizes the impacts associated with impervious surfaces, stormwater management, and grading.

Because of the lower densities proposed in this scheme, fewer public services and facilities (such as schools and parks) are needed. The golf course is an excellent amenity, but other recreational facilities are needed. Although residential densities are reduced in this alternative, the infrastructure requirements are about the same as in Alternatives 1 and 4. The cost of a sewer interseptor does not vary significantly if the size of the pipe is reduced. The majority of the cost is in the construction of the facility itself. The same trench needs to be dug no matter the size of the pipe. Although the property values may be highest in this scenario, the tax base does not support the cost of the infrastructure improvements.

Other than the three confined areas for luxury town houses and condominiums at Chapel and Belair Roads, Joppa Road east of Cowenton Avenue, and Cowenton Avenue east of I-95, this proposal limits development to low density single-family detached dwelling units. One of the goals of the Eastern Baltimore Revitilization Initiative is to provide housing opportunities for executives and middle managers who make business locations decisions that affect the east side. By providing a lower density, more exclusive housing community on the east side, executives may live closer to and invest in the employment areas of eastern Baltimore County.

This alternative was well received by the community. Many preferred this alternative just because it proposed the fewest number of dwelling units. Many developers and home builders were concerned about this scheme because they do not believe there is a demand for such an upper income housing product in the White Marsh Growth Area.

Alternative 3

Alternative 3 maintains the existing development patterns in the Perry Hall area. The majority of the residential development allows for apartments, condominiums, and town houses and is exactly the opposite of Alternative Two. The development pattern of separate subdivisions with limited or no useable open space with single access to commercial corridors is a pattern that is seen throughout Baltimore County and does not foster cohesive neighborhoods that share facilities.

This scenario locates high densities around the town center without consideration for the natural environment. The stream valley systems are ignored and the highest density areas are located in some of the most sensitive environmental areas. The grading, impervious surface, and stormwater management impacts would be severe. Because of the extreme environmental constraints, the zoning is not reflective of the actual buildout potential nor does it foster quality site design.

The densities proposed in this alternative require more school space and more open space. The scheme requires the most capital dollars of the four alternatives. The potential tax revenues do not justify the capital investment, but this scheme would use capital dollars more efficiently. The higher densities, however, limit the availability of site selection for adequate facilities.

Alternative Three is based on the development patterns proposed in the adopted Perry Hall-White Marsh Plan and it keeps the highest densities within the growth area on the eastern side of the County. It does not, however, meet the Master Plan or the Revitilization Initiative's goal of high design quality.

The community disliked this scheme the most because it continued the existing development patterns. The property owners preferred this scheme because it maintained the highest densities. County agencies were concerned about this scheme's impact on the natural resources.

Alternative 4

Alternative 4 proposes a "text book perfect" example of community planning with high density development around the town center and radiating out along the major arterial roads with progressively lower densities from the center. This pattern can foster quality design, but the character will probably be more urban than the village perspective of Alternative 1. The densities are relieved by the numerous parks and open space dispersed throughout the community.

Lower density zoning around the environmentally sensitive areas provides significant protection of the resource base. Qualitative stormwater management will probably be more important in this alternative than in Alternatives 1 and 2 because of the greater impervious surfaces associated with the higher densities.

Infrastructure costs are similar to Alternative 2 and even with the higher tax base, the revenues will not pay for the capital investment.

Alternative 4 is more in keeping with the original concept for the Perry Hall-White Marsh Growth Area than Alternatives 1 and 2. It does not, however, meet the goals of the Revitalization Initiative of low density executive housing.

The community did not favor this proposal because of the higher densities and the landowners preferred it for exactly that reason.

Transportation Analysis

Introduction

The purpose of the transportation analysis was to determine how well the proposed transportation network can accommodate travel demands generated by the recommended land use plan. Policy recommendations are made to ensure that the transportation system is adequate for the Honeygo study area.

A computerized traffic forecasting model (MINUTP) was the primary tool to conduct this analysis. MINUTP uses the traditional four step transportation planning process to develop traffic forecasts.

The model first calculates the number of trips generated by the land use scenario to determine the total travel demand. The second step requires the model to determine what the destinations will be for the trips generated by the various land uses.

In the third analysis step, the model estimates what the likely mode of travel will be: auto driver, auto passenger, or transit passenger. The fourth step requires the model to determine the shortest path over the highway network between sets of origins and destinations, while calculating the total number of vehicles traveling over a particular segment of roadway. During the analysis process estimates were developed for the amount of congestion likely to occur over 41 key segments of roadway (see the table on page 22 titled "Projected 2010 Traffic Volumes and Estimated Levels-of-Service For Selected Land Use Alternatives") and at four key intersections.

Honeygo Boulevard

Honeygo Boulevard is the largest and most important road within the study area, and will serve as a gateway to the Honeygo community.

If the existing (1992) zoning remains in place Honeygo Boulevard, north of Joppa Road is forecasted to carry approximately 34,000 vehicles on an average day in the year 2010. Again, under existing zoning Honeygo Boulevard, south of Joppa Road is forecasted to carry approximately 26,000 vehicles daily in the year 2010.

As in the recommended plan, Honeygo Boulevard will be able to accommodate the traffic generated by the existing zoning. Also, except for the intersection of Honeygo Boulevard and Belair Road, all of the intersections along Honeygo Boulevard are forecasted to function at level-of-service "C" or better. However, if the Honeygo area builds out under the existing zoning the intersection of Honeygo and Belair Road is likely to function at level-of-service: "D". This means that there will be times when all of the vehicles stopped at the red light will not be able to proceed through the intersection on the next green light.

Joppa Road

Joppa Road will continue to be the primary means of access to and from points east and west of the Honeygo area.

If the existing (1992) zoning were to remain in place, it is projected that traffic volumes along Joppa Road east of Honeygo will rise to nearly 14,000 vehicles a day. Average daily traffic on Joppa west of Honeygo would likely increase to 20,000 trips per day.

At this level of average-daily-trips, Joppa Road would be carrying more traffic than it was designed for and the County would need to consider traffic engineering or capacity enhancement measures to alleviate congestion. Construction of the new circumferential collector road would be more critical in this alternative.

Traffic volumes along Joppa Road east of I-95 are projected tobe approximately 7,300 daily, compared to current estimates of 2,200. These lower projected volumes are consistent with the lower density housing recommended for parcels adjacent to this portion of Joppa Road.

West of I-95 the projected traffic volumes rise slightly to about 9,000 a day. The number of trips generated by the existing zoning is projected to be twenty percent higher than the recommended alternative over these portions of Joppa Road.

Projected 2010 Traffic Volumes and Estimated Levels-of-Service
For Selected Land Use Alternatives

		EST 1993 ADT	ALT 3 2010 REFINED TRAFFIC COUNTS	ALT 3 2010 L-O-S	ALT 2 2010 REFINED TRAFFIC COUNTS	ALT 2 2010 L-O-S	ALT 1 2010 REFINED TRAFFIC COUNTS	ALT 1 2010 L-O-S	ALT 4 2010 REFINED TRAFFIC COUNTS	ALT 4 2010 L-O-S
Beaconsfield Dr	*West of Honeygo*	7,649								
Belair Road	North of Forge	30,400	50,032	D	47,030	C	49,031	C	49,532	D
Belair Road	South of Forge	28,065	42,213	C	39,680	B	40,102	B	40,524	B
Belair Road	North of Joppa Rd	25,730	35,910	C	34,833	B	35,192	B	35,551	B
Belair Road	South of Joppa Rd	33,275	46,441	D	42,726	D	44,119	D	45,512	D
Belair Road	South of Ebenezer	41,818	58,363	F	53,192	E	55,527	E	57,779	F
Belair Road	South of Silver Sp	43,000	54,037	E	50,249	E	52,011	E	53,496	E
Carlisle Ave	North of Ebenezer	5,105								
Carlisle Ave	North of Joppa	2,370								
Carlisle Ave	South of Joppa	3,606								
Chapel Road	East of Belair	5,307	11,900	B	8,092	A	8,330	B	10,472	B
Chapel Road	West of Joppa	3,390	9,631	B	6,068	B	6,260	B	8,186	B
Cowenton Ave	West of MD 7	6,274	15,056	D	11,292	D	12,086	D	13,592	C
Cowenton Ave	South of Joppa	6,274	13,478	C	10,109	B	10,513	B	11,456	B
Cowenton Ave	North of Joppa		14,600	C	10,950	B	11,388	B	13,724	C
Cowenton Ave	West of I95	8,784	15,056	D	11,292	B	12,086	C	13,592	C
Cowenton Ave	West of US 40	8,784	18,638	E	12,674	C	15,097	D	16,215	D
Ebenezer Rd	East of Belair	13,762	15,809	D	15,300	D	15,500	D	15,700	D
Ebenezer Rd	East of Carlisle	9,212	10,587	R	10,200	R	10,300	R	10,400	R
Forge Road	East of Belair	3,396								
Forge Road	East of Honeygo		13,500	C	8,370	B	10,125	B	11,340	B
Forge Road	West of I95		10,644	B	6,493	B	8,515	B	9,047	B
Gunview Blvd	West of Belair		16,600	E	6,972	B	11,786	B	13,114	C
Honeygo Blvd	North of MD 43		38,478	E	35,015	D	36,554	D	37,324	E
Honeygo Blvd	North of Joppa		34,201	D	29,071	C	30,781	C	31,807	D
Honeygo Blvd	South of Joppa		26,140	C	22,219	C	24,049	C	24,833	C
Honeygo Blvd	East of Belair		21,025	C	19,553	C	20,184	C	20,394	C
JFK Mem Hwy	North of MD 43	130,089	148,507	D	147,022	D	147,618	D	147,913	D
Joppa Road	East of Belair	4,217	14,095	C	10,430	B	11,840	C	13,108	C
Joppa Road	East of Carlisle		15,900	D	11,766	C	13,356	C	14,787	C
Joppa Road	East of Chapel		20,355	E	15,063	C	17,098	E	18,930	E
Joppa Road	East of Cowenton		12,200	C	9,028	B	10,248	C	11,346	C
Joppa Road	East of Honeygo		13,900	C	10,981	B	11,676	C	13,205	C
Joppa Road	West of I95	2,187	8,850	B	7,346	B	7,523	B	7,877	B
Joppa Road	West of Silver Sp	25,473	41,789	E	40,535	E	40,953	E	41,371	E
Joppa Road	West of Belair	21,758	42,210	F	38,833	E	40,100	E	41,788	E
Perry Hall Blvd	South of Silver Sp	24,574	31,063	D	28,154	D	29,135	D	29,509	D
Philadelphia Rd	South of Joppa	9,163	15,834	C	14,567	C	14,884	C	15,517	C
Silver Spring	East of Belair	21,541	25,449	D	24,686	D	24,940	D	25,195	D
Silver Spring	West of Honeygo	7,006	19,164	D	17,439	C	18,397	D	18,589	D
White Marsh Bl	West of I95	25,600	53,836	D	49,345	C	50,954	D	52,027	D

Pr f rr d Alt rnativ

The four alternatives were reviewed by County agencies, the Steering Committee, landowners, and the public and based on their comments and the previously described evaluation, a preferred alternative was generated. This land use proposal is essentially a hybrid of Alternatives 1 and 2. The land use plan and zoning map are shown on the following pages.

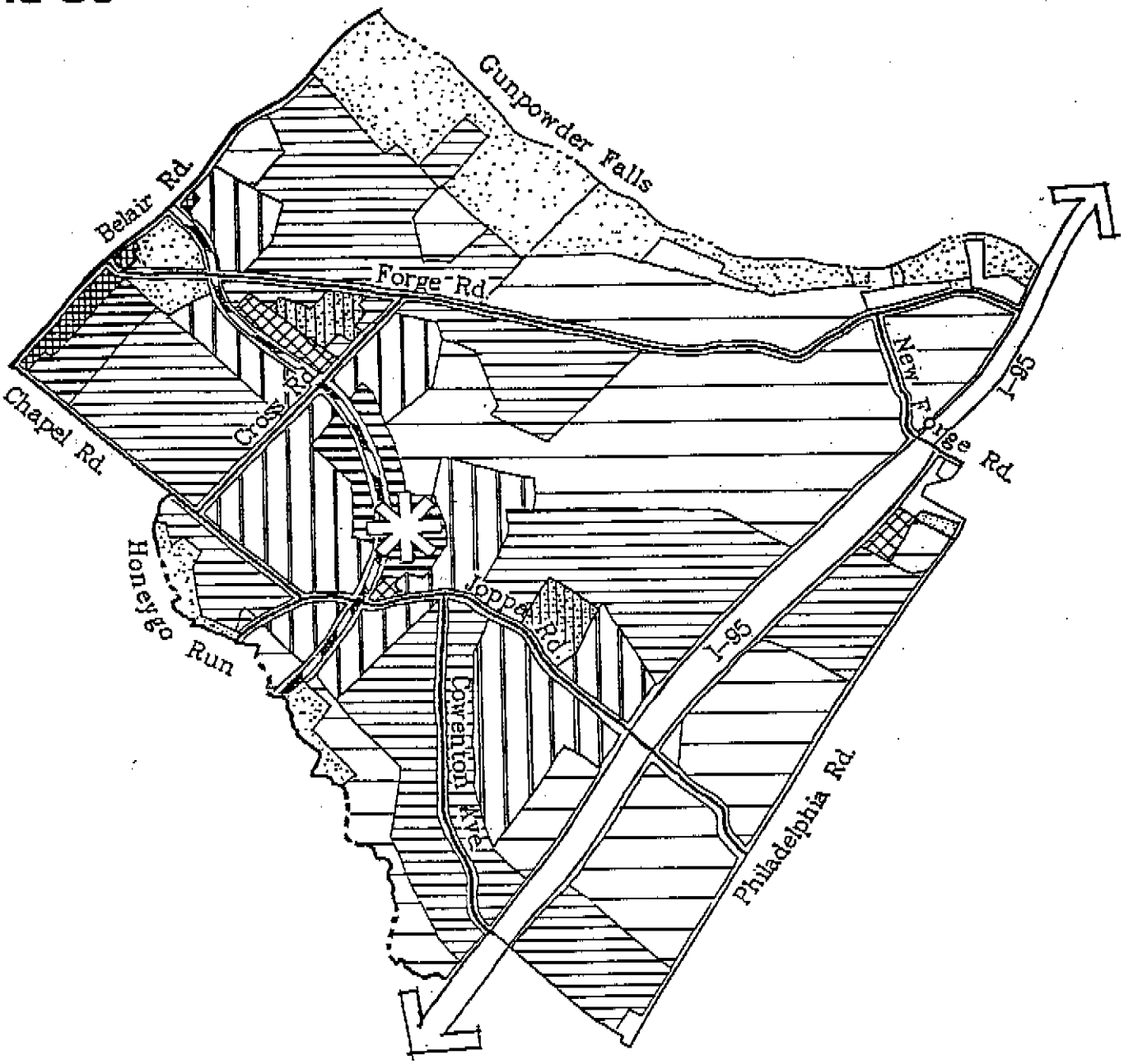
In this proposal, the commercial area remains at the currently zoned location and higher density residential (DR 10.5 for apartments, condominiums, or town houses) radiates from the center and along a portion of Honeygo Boulevard, north of the center. This Neighborhood Center, which includes both the commercial and high density residential uses, is to be the focus of the Honeygo Community. As such, it is essential that it be of the highest design quality. The center should be an integrated mix of uses, not isolated pods of retail, office, and residential uses which stand alone and are surrounded by parking. Uses can be vertically or horizontally mixed. For example, office uses can be on top of retail uses with the residential uses interspersed or otherwise integrated into the design plan. The key to the success of this area, as with the entire Honeygo Plan, is building relationships so that the individual projects blend in and reinforce each other. The Neighborhood Center should be "pedestrian friendly" with linkages to the surrounding community, including dispersed parking, pedestrian amenities, etc. The signage and building design should reflect a consistent theme and the landscaping should be superlative.

Around the Neighborhood Center and along portions of Honeygo Boulevard and Joppa Road is medium density residential land zoned DR 3.5 with a unique, for Baltimore County, mix of single-family houses and a maximum of 40% town houses. In the rest of the Honeygo Area, residential densities are generally DR 3.5 and decrease at the outer edges. The housing type is predominantly single-family detached. This zoning is realistic for the type of development envisioned -- a tightly developed community of single-family houses integrated with town houses surrounded by larger lot single-family development focusing on a Neighborhood Center and linked by public open spaces and well landscaped interconnecting roads. This design concept builds upon the tradition in eastern Baltimore County of strong neighborhood identity and community commitment. Following the Zoning map is the Design Concept illustration and detail.

About 37 acres are designated for park/recreational use near the highly visible and accessible intersection of Forge Road, Belair Road, and Honeygo Boulevard. Interim private recreational uses, such as a driving range, indoor athletic field, ice skating rink, swimming club, or tennis center, would be allowed in areas zoned for residential uses, but designated as park and open space on the Land Use plan. The commercial strip along Belair Road near Chapel Road and the area of high density residential behind it are to remain. This area is easily accessible to the main arterial of Belair Road and the high density residential serves as a transition from the highway oriented commercial uses to the medium density residential farther down Chapel Road. This area could also be an excellent location for specialized housing or luxury apartments as it is near an entry into the Honeygo community. Special attention should be given to this and other entries that are the gateways into the Honeygo community.

No new school sites have been identified as the Board of Education maintains that future school age populations can be served by additions into the existing Chapel Hill Elementary School and the construction of a multi-storied elementary school at the slightly expanded Crossroads site. Also, no additional police or fire stations will be needed. An indoor recreational facility should be located in the Honeygo community, preferably at the Honeygo Park, to provide additional recreational opportunities. This facility should be multi-purpose and be capable of offering activities for a wide range of ages and athletic abilities. Additional access points into the Gunpowder State Park should also be provided.

Land Us



Honeygo Study Area

Recommended Land Use

- Commercial Development
- High Density Townhouse, Apartment, or Condominium
- Commercial Center
- Medium-High Density Single Family Detached and Townhouse Mix
- Medium-Low Density Single Family Detached
- Low Density Single Family Detached
- Parks
- Schools
- Religious Institutions